

THE STATE JOURNAL.

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By FRANK P. MACLENNAN.

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Weather Indications.

WASHINGTON, May 31.—Forecast till 8 p. m. Thursday: For Kansas—Fair, except showers in southern portion; warmer, easterly winds, becoming variable.

SENATOR VOORHEES is reported to have defended his honor. No one ever accused him of having that.

MRS. ARTZ says she doesn't know but one man in Washington that ought to be shot. Who could she mean?

INASMUCH as Cleveland didn't make a speech yesterday, the country will forgive him for not going fishing.

THE prohibiting of the sale of cigarettes in Chicago may be taken as another slap at New York society.

ARE the Populists against Chancellor Snow because he wants to kill off the chinch bugs which kill the crops?

THERE is a difference of opinion as to whether Governor Lewelling would want the cup to pass from him if it were a beer mug.

IT is probable that the Kansas druggists in session at Salina will "view with alarm" any attempt to alter the prohibitory law.

THE Santa Fe ought to be able to manage a steamship line very successfully, it has had so much experience floating bonds.

PERHAPS it was because ex-President Harrison had invaded the state, that Governor McKinley was so ready to order out the militia.

THE Chicago policemen who clubbed the crowd of spectators at the bicycle race must be expecting some favor from the administration.

CORBETT got very seasick in crossing the channel to France from England. The champion isn't used to being attacked below the belt.

THE United States supreme court has reversed one of Gresham's decisions and the people are aching for a chance to reverse his state policy.

IT has taken so long to bring out the fact that Gov. Waite is a Knight of Labor that it may be reasonably believed that the order was endeavoring to keep it secret.

THE chances of Kelley's army getting any farther on the journey toward Washington are mighty slim. Since the men have had a taste of St. Louis beer they will want to stay.

THE defense in the Downs druggist suit won the case. The senior counsel for the defense was Mrs. Ella Brown of Holton. It would be very unwomanly in her to want to vote.

SENATOR PEPPER thinks the Populists will control this country by the opening of the twentieth century. What the senator thinks will be the cause of the exodus of thinking people in the next six years he doesn't state.

A PARTISAN actress has found it necessary to deny that she is engaged to a member of the Vanderbilt family. The rivalry between the Goulds and Vanderbilts in getting engaged to actresses may yet result in something serious.

KANSAS CITY is endeavoring to enforce the ordinance against street cries and hucksters lingo before 9 o'clock in the morning. The city has the cordial sympathy of every one in this noble effort. There are some kinds of free speech that the framers of the constitution didn't know about, or their action would have been different.

NEW YORK Recorder: The presence at the recent silver conference in London of a Massachusetts scholar of the eminence of Brooks Adams, whose conversion to the silver side of the argument never would have been dreamed of a couple of years ago; the recent notable declaration in favor of silver's restoration as a standard money metal made by Prof. Francis A. Walker and other economists of front rank—all of them formerly in the single gold standard camp—show that public opinion is being rapidly leavened in favor of real in place of bogus "sound money."

WHO ARE THE HONEST MEN.

Mr. Merwin, in a recent article in the Atlantic Monthly, says in talking about New York:

"The upper class—at least the rich class, the class chiefly talked about in the newspapers—is, with exception, of course, given over to material luxury and ostentation. It is without high aims, without sympathy, without civic pride or feeling. It has not even the personal dignity of a real aristocracy. Its sense of honor is very crude. And as this class is devoted to the selfish spending, so the business class is devoted to the remorseless getting of money. A Wall street financier would overreach his own father in a business transaction. To get the better of the man with whom he is dealing has become a law of his nature, and it is on this plan that business in general is done. The tone of Delmonico's, of the Union club, of the Merchants' exchange, of the Stockbrokers' board, is no higher than the tone of Tammany hall. It may be more refined, but is probably less honest. A man of Mr. Croker's origin, for example, commonly has an instinct of honesty, just as he has an instinct of pugnacity, but this primal instinct has almost entirely died out of the trading and speculative class."

This is the view taken by an Easterner, who ought to know what he is talking about. If what Mr. Merwin says is true, what right have these New York business men to talk about "dishonesty in Kansas?" Men who will "overreach their own fathers" are pretty specimens to dilate on financial honor and integrity in Kansas.

"To get the better of the man with whom he is dealing has become the first law of nature" to the New Yorker, says Mr. Merwin.

Indeed! We are glad to be so bluntly informed of a fact that has long been suspected in the west.

Our sorrow for the eastern man who has been bitten on investments in Kansas is somewhat tempered by this information that he would have "done" us if he could.

Why should Kansas seek to "redeem herself" in the eyes of such a pack of thieves? Kansas will pay all her debts to the last cent, but she wants no further abuse from the newspapers of New York. We believe the standard of financial honesty is higher in Kansas than it is in New York. If Mr. Merwin's testimony is to be taken as true, it is undoubtedly many degrees higher.

THE following from the lips of a coal miner at La Salle, Ill., may explain in some degree the determined position of the miners on strikes, to never surrender until they obtain concessions from the mine owners. The extract given below is from the letter of a staff correspondent of the St. Louis Post-Dispatch:

"Let me tell you," interposed one of the men, Gus Kindermacher, "what the life of a miner is. You go down into the mine stripped but for your trousers and an undershirt and it is hot, so hot that as you work the sweat pours off. Sometimes you stand for hours picking always in front of you, with the fine particles flying in your face, the water up to your knees, breathing the hot, foul, gaseous air of the pit, and when you have dug your coal you must stand for hours and shovel it in cars with shovels holding a bushel. Why, I would go out there in the air and work with a shovel or wheel a barrow and be paid for my play, I tell you, play, to what we do in the mines. "And what do we get for this? Do you know how much I earned last year? Listen now, \$156. Do you hear, \$156! With that I must clothe and feed my wife and five children. Oh, my God, I cannot do it. And they wonder when we strike. We only ask for bread—no more. When it comes that I cannot earn this for my family, then I am willing to die, willing to go out there and be shot by the militia," and he pointed to the blue-coats loitering in the doorway.

While the words of this man sound violent, they were delivered more with a profound hopelessness than with any threat of revenge.

AT THOMAS PAINE'S TOMB

Over a Thousand Pilgrims of a Liberal Turn of Mind Visit It.

NEW YORK, May 31.—The monument near New Rochelle, which marks the resting place of Thomas Paine, was yesterday the Mecca of nearly a thousand pilgrims from Brooklyn. The trip was made in the name of the Brooklyn Philosophical association and its members and friends. Henry Rowley, president of the association, acted as chairman. Colonel Bob Ingersoll spoke warm words of praise for Thomas Paine and fiery denunciation of his detractors.

THE DOCKET WAS BARE.

Judge Ensminger Had No Cases to Try and After a Holiday Too.

Police Judge Ensminger went to the police headquarters this morning and looked in vain for offenders. There were no culprits on the bench before him and none in the cage in the next room except a few who had already enjoyed the full class short order justice of the police court.

J. Blower took several swallows of "non-intoxicating drinks" and went away with his skates on although the day was balmy and springlike. Officer Capron corralled the man at 6:15 after an exciting chase of nearly 30 feet. Blower sobered up about 9 o'clock and gave \$5 security for his appearance in the police court which he forfeited.

Inspire Courage.

FOR more than thirty years ALLOCK'S POROUS PLASTERS have been doing their beneficent work, relieving pain, inspiring men, women and children with new hope and new courage.

Pain is a great discourager. When all the muscles are sore, it is hard to keep up hope. ALLOCK'S POROUS PLASTERS and pain have no affinity for each other, one or the other must yield, and pain is the one to be defeated.

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BRANDRETH PILLS do not injure the system.

A base ball team from Auburn defeated the Crescents yesterday afternoon the score standing 27 to 21.

ELECTRIC VEHICLES.

STORAGE BATTERIES FOR USE IN CARRIAGES ON ALL ROADS.

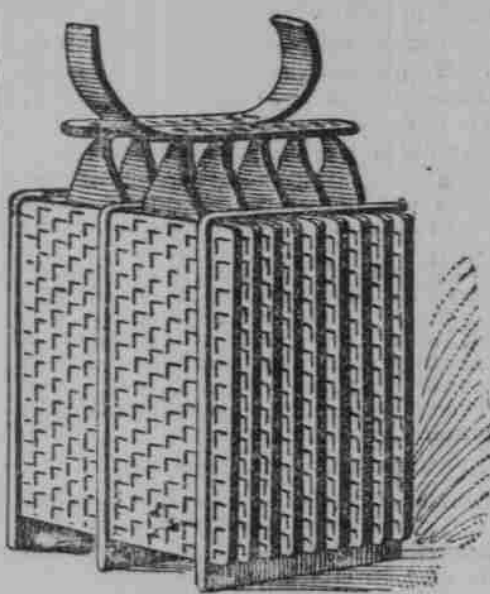
The Difficulties to Be Overcome—Accumulated Electricity in Place of the Trolley Wire—Storage Batteries For Ordinary Vehicles—A Tricycle Wagon.

[Special Correspondence.]

BOSTON, May 24.—An electric street railroad is a convenience which no American city and few villages would now willingly do without. Yet there is much cause for regret that this "modern improvement" should bring with it the evils of the overhead trolley system.

On Street Railways.

In the United States, where this system was developed, there were also in 1893 three or more storage battery roads in operation. One of these was opened to traffic about three years ago, one a year later and the other early in 1892.



BANDIED PLATES OF STORAGE BATTERY.

and all, if their reports are to be trusted, show a commercial success, though not to the extent of the best trolley roads.

To passengers, pedestrians, equestrians and the occupants of horse vehicles alike they are a grateful change from the overhead trolley, which mars the only part of the face of nature—the sky—which the city buildings have not generally hidden, and at the same time it threatens man and beast with as fearful a danger as the sword of Damocles.

Merely a first class horse car track is all the storage battery car requires for a road. The batteries occupy the space beneath the seats, and the wires which take the current from their positive poles gather at the one or two motors with which one of these cars, like those of other systems, is usually equipped. Having done its work in the motors, the current passes by other wires to the negative plates in the battery cells. Being from first to last wholly beneath the car, the electricity, because of the law of its nature, escapes, if at all, not upward, but downward, from any part of the apparatus, so that in this system there is absolute safety to the passengers from electric shock. Furthermore, all testimony is to the effect that these cars are more uniform in movement and more readily controlled than the trolley cars and are therefore less dangerous to persons and vehicles on the street.

The number of cells in a car varies, of course, according to the dimensions of both. They are usually about 7 to 9 inches on a side in horizontal area and from 10 to 12 inches in height. On two of the roads operated on this system in Paris each car has a battery of 108 cells, 54 on each side, weighing about two tons. These are sufficient to run the car more than 40 miles with the full load of 32 passengers.

Whatever the size of the car, most of the space under the seats is required for the necessary cells. The total weight of the Parisian car with full load is 12 tons, while those of the Milford and Hopdale road, in Massachusetts, weigh but seven tons empty. This is about a ton lighter than the usual trolley car of the same capacity.

Construction of the Battery.

The storage battery has much the same appearance as the common primary battery, except that the cells of the latter are generally of glass and cylindrical in form. The containing vessel of the storage cell is commonly either black rubber, vulcanite or ebonite. The elements used in the battery of the Second avenue line in New York city are comminuted copper in a network of copper wire within an insulating covering of cotton formed as a plate and immersed in liquid alkali in which zinc has been dissolved. The containing vessel in this form of battery is of iron, and its walls constitute the negative plate, the copper being the positive.

In all other storage batteries in use for traction purposes both plates consist mainly of lead and are separated by plates of some insulating material. The positive plate is either grooved, reticulated or honeycombed as far as possible, and into its cavities is pressed one of the oxides of lead, usually the peroxide. In some batteries the negative plate is nearly plain, while in others this also is made, with cavities to contain litharge, a lower oxide of lead. These oxides constitute the "active material." The cell is filled with diluted sulphuric acid, and through the action of this, while the battery is at work, the active material is decomposed and its lead mostly deposited on the negative plate. The chemical action gives rise to an electric current which continues until the battery is "discharged."

Of course care is taken to bring the car back to the charging station before this condition is reached. The recharging is done by an external current, formerly obtained from extensive primary batteries, but in modern practice from dynamos. The operation consists simply in sending the current through the cells in a direction opposite to that in which it flowed out, thus reversing the chemical action and restoring the decomposed active material pretty nearly

ly to its original form and position. This operation usually occupies three or four hours, when the battery is again ready for work.

In some stations the car is run along side a movable platform of the same height as the seat of the batteries in the car. On some roads small doors at the end of the car and in the dashboard allow the long trays containing the batteries to be run out and in on little trucks rolling on diminutive rails. In others, doors in the sides of the car drop on their hinges and expose the rows of batteries to view. On one American road the trays (short ones) are lifted out to the platform on large forks, and other batteries, ready charged, are put in their places by the same means. This method of changing is primitive and laborious. In well equipped roads the whole operation of changing batteries is performed by machinery, requiring less time and fewer men. This done, the car starts off on another trip of two or three hours and from 20 to 50 miles.

Undoubtedly the storage battery cars will not surmount the obstacles of a steep grade or of an icy or dirt covered track so well as those of an efficient overhead trolley system. The cells are an item of large cost, their life varying from three to eight months, according to quality and usage. The capital required for a road of this system is, however, much less than for any of the trolley forms.

Electric Road Wagons.

Accumulator or storage battery cars are now operated on three or more roads in Paris, on one or more in Switzerland and on two at least in England. Two vans for merchandise, baggage, etc., were introduced in London several months ago. Some five years ago a riding wagon operated by storage battery was constructed in London for the emperor of Turkey, but as no tales have reached us that the sultan was emulating the feats of his prophet, Mohammed, in traversing space without visible means, it may safely be concluded that the monarch still finds a pair of prancing steeds a more satisfactory motor for his phaeton than the harnessed lightnings.

But much advance has been made since the sultan's vehicle was built, both in motors and batteries. Besides the London vans, one or two vehicles operated by storage batteries have been exploited on Chicago streets, and two have been similarly placed before the public in Boston. In the latter place a tricycle wagon is nearly in a state to go upon the road, which, it is said, will be much lighter than any heretofore found equal to carrying anything besides itself.

GEO. J. VARNER.

Chinese Coins.

[Special Correspondence.]

SAN FRANCISCO, May 19.—In these days, when the most civilized nation of the world is worrying with itself over the bone of coinage contention, it may be interesting to learn something about the coinage system of the Chinese empire. China has no mint of any proportions, as she coins nothing larger than a 20 cent piece. She uses Mexican dollars, although the greatest demand is for a circulating medium of very small denomination.

The smaller coinage is 10 cents and 5 cents silver and "cash." The latter is a round brass coin, with a hole in the middle, and it takes from 1,000 to 1,020 of them to make one Mexican dollar. Such is the small rate of payment in the Flowery Kingdom that 100 pieces of cash are regarded as a good deal of money.

The value of the Mexican silver dollar, which is the monetary unit throughout the entire orient, is about 75 cents in gold.

Shipments of Mexican dollars to China from San Francisco are made by nearly every outgoing steamer, and the



CHINESE COINS.

silver bullion sent out to the orient in bars and bricks is enormous, as silver is the principal circulating medium not only in China, but in Japan, India and other countries of the far east. The amount of specie taken by these steamers averages between \$200,000 to \$400,000 with each sailing.

The fineness of the Mexican silver, which is 900, is the same as that of the American white metal coin.

Although a well known California broker, in speaking of the exportation of Mexican dollars and silver bullion to China, says that it is quite probable China will in time mint her own dollar coins, his prophecy strikes one as somewhat uncertain, as the demand for the Mexican dollar in China is steadily on the increase.

Little Japan, unlike big China, mints her own dollars as well as her smaller denominations.

This "yan" at par corresponds to the American dollar and is divided into 100 "sens," which are subdivided into 10 "rins" each.

JANE DODSON O'HEARN.

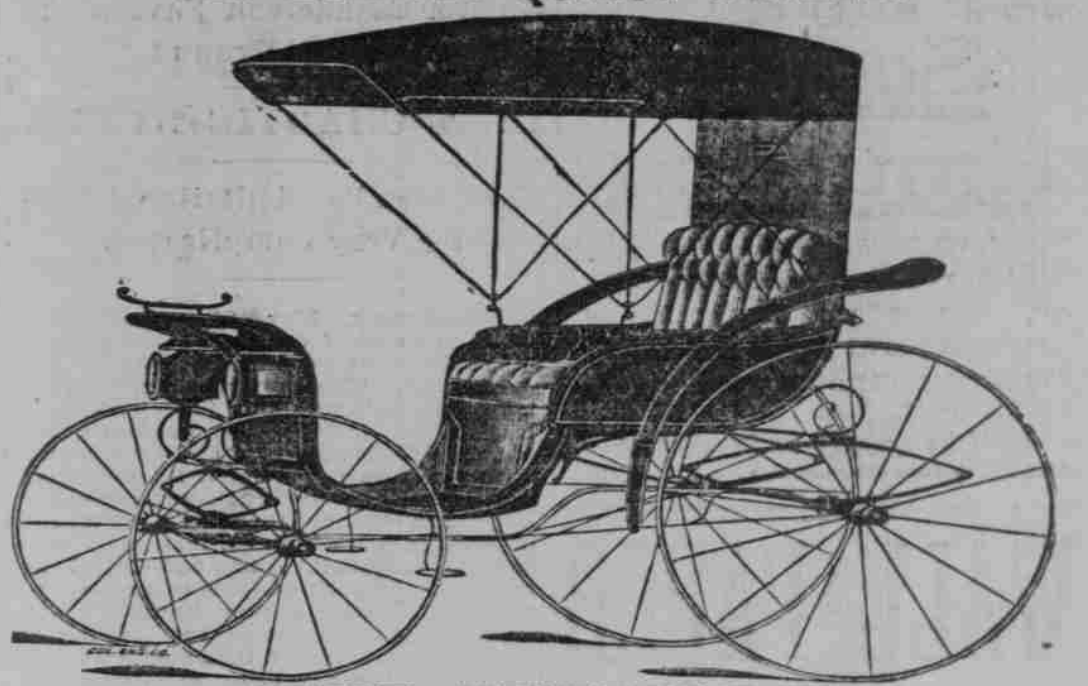
Magnetized the Bayonets.

A singular aberration of the side arms of marines on board English ships is reported. It appeared that the bayonets belonging to the marines have in many cases become highly magnetized through contact with or close proximity to dynamos, and the result is that compasses have become affected by sentries passing near them when wearing these side arms.

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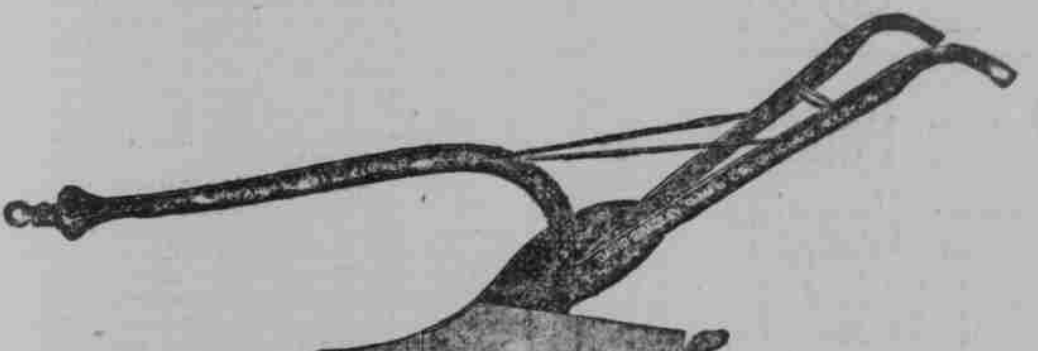
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